



US Department  
of Transportation  
Federal Aviation  
Administration

**MAJOR REPAIR AND ALTERATION**  
**(Airframe, Powerplant, Propeller, or Appliance)**

Form Approved  
OMB No. 2120-0020 11/30/2007

**For FAA Use Only**

Office Identification

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. 1421). Failure to report can result in civil penalty not to exceed \$1,000 for each such violation (Section 901 Federal Aviation Act of 1958).

<b>1. Aircraft</b>	Make Gulfstream	Model 690D
	Serial No. 15018	Nationality and Registration Mark N611
<b>2. Owner</b>	Name (As shown on registration certificate) United States Department of Interior	Address (As shown on registration certificate) Office of Aircraft Services 300 E. Mallard Dr. STE. 200

**3. For FAA Use Only**

4. Unit Identification				5. Type	
Unit	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	(As described in Item 1 above)			X	
POWERPLANT					
PROPELLER					
APPLIANCE	Type				
	Manufacturer				

**6. Conformity Statement**

<b>A. Agency's Name and Address</b> Executive Aircraft Maintenance 7920 E. Greenway Rd. Scottsdale Az. 85260	<b>B. Kind of Agency</b> <input type="checkbox"/> U.S. Certificated Mechanic <input type="checkbox"/> Foreign Certificated Mechanic <input checked="" type="checkbox"/> Certificated Repair Station <input type="checkbox"/> Manufacturer	<b>C. Certificate No.</b>  E27R1730
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D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Date 09/11/06	Signature of Authorized Individual 
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**7. Approval for Return To Service**

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is ☒ APPROVED ☐ REJECTED

BY	FAA Fit. Standards Inspector	Manufacturer	Inspection Authorization	Other (Specify)
	FAA Designee	<input checked="" type="checkbox"/> Repair Station	Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection 09/11/06		Certificate or Designation No. E27R1730	Signature of Authorized Individual 	

## NOTICE

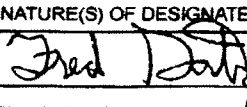
*Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.*

### 8. Description of Work Accomplished

*(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)*

N611 Gulfstream Twin Commander 690D      AFTT:10207.3      09/11/06  
Repaired Center Floor Beam Web P/N: 310903-3, IAW GTEC 8110-3 DWG 06-3951.  
No significant change to weight and balance.

☐ Additional Sheets Are Attached

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION			DATE 11 SEPTEMBER 2006													
<b>STATEMENT OF COMPLIANCE WITH THE FEDERAL AVIATION REGULATIONS</b>																
<b>AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATIONS</b>																
MAKE Twin Commander	MODEL NO. 690D	TYPE (Airplane, Radio, Helicopter, etc.) Airplane	NAME OF APPLICANT Executive Aircraft Maintenance													
<b>LIST OF DATA</b>																
IDENTIFICATION	TITLE															
<b>MATERIAL DISCREPANCY NO.</b>  EAM0001-3951 Item #1 (1 page)	<table style="width: 100%; border-collapse: collapse;"> <tr> <th style="text-align: left;"><u>ASSY / INSTL NO.</u></th> <th style="text-align: left;"><u>MODEL NO.</u></th> <th style="text-align: left;"><u>SERIAL NO.</u></th> <th style="text-align: left;"><u>APPROVAL DATE</u></th> </tr> <tr> <td>310903-3</td> <td>690D</td> <td>15018 ONLY</td> <td>11SEP2006</td> </tr> </table>				<u>ASSY / INSTL NO.</u>	<u>MODEL NO.</u>	<u>SERIAL NO.</u>	<u>APPROVAL DATE</u>	310903-3	690D	15018 ONLY	11SEP2006				
<u>ASSY / INSTL NO.</u>	<u>MODEL NO.</u>	<u>SERIAL NO.</u>	<u>APPROVAL DATE</u>													
310903-3	690D	15018 ONLY	11SEP2006													
<b>DRAWING NO.</b>  06-3951 GTEC, INC. (1 sheet)	<table style="width: 100%; border-collapse: collapse;"> <tr> <th style="text-align: left;"><u>DRAWING TITLE</u></th> <th style="text-align: left;"><u>REV. NO.</u></th> <th style="text-align: left;"><u>MODEL NO.</u></th> <th style="text-align: left;"><u>SERIAL NO.</u></th> </tr> <tr> <td>CENTER FLOOR BEAM WEB REPAIR - MODEL 690D, S/N 15018</td> <td>I/R 11SEP2006</td> <td>690D</td> <td>15018 ONLY</td> </tr> </table>				<u>DRAWING TITLE</u>	<u>REV. NO.</u>	<u>MODEL NO.</u>	<u>SERIAL NO.</u>	CENTER FLOOR BEAM WEB REPAIR - MODEL 690D, S/N 15018	I/R 11SEP2006	690D	15018 ONLY				
<u>DRAWING TITLE</u>	<u>REV. NO.</u>	<u>MODEL NO.</u>	<u>SERIAL NO.</u>													
CENTER FLOOR BEAM WEB REPAIR - MODEL 690D, S/N 15018	I/R 11SEP2006	690D	15018 ONLY													
<b>Notes:</b>  1) The structural aspects only of the above listed data are approved herein. 2) Additional approvals may be required for other aspects of this design data. 3) This aircraft is of United States registry N611.																
<b>PURPOSE OF DATA</b> In support of a major repair for the Twin Commander model 690D, S/N 15018. The approval is design data approval only and is not installation approval.																
<b>APPLICABLE REQUIREMENTS (List specific sections)</b>  <table style="width: 100%; border-collapse: collapse;"> <tr> <td>CAR 3.171</td> <td>CAR 3.291</td> <td>CAR 3.295</td> </tr> <tr> <td>CAR 3.172</td> <td>CAR 3.292</td> <td>CAR 3.301</td> </tr> <tr> <td>CAR 3.173</td> <td>CAR 3.293</td> <td>CAR 3.306</td> </tr> <tr> <td>CAR 3.174</td> <td>CAR 3.294</td> <td>CAR 3.307</td> </tr> </table>					CAR 3.171	CAR 3.291	CAR 3.295	CAR 3.172	CAR 3.292	CAR 3.301	CAR 3.173	CAR 3.293	CAR 3.306	CAR 3.174	CAR 3.294	CAR 3.307
CAR 3.171	CAR 3.291	CAR 3.295														
CAR 3.172	CAR 3.292	CAR 3.301														
CAR 3.173	CAR 3.293	CAR 3.306														
CAR 3.174	CAR 3.294	CAR 3.307														
<b>CERTIFICATION</b> - Under authority vested by direction of the Administrator and in accordance with conditions and limitations of appointment under Part 183 of the Federal Aviation Regulations, data listed above and on attached sheets numbered _____ have been examined in accordance with established procedures and found to comply with applicable requirements of the Federal Aviation Regulations.  I <input checked="" type="checkbox"/> Therefore <input type="checkbox"/> Recommend approval of these data <input checked="" type="checkbox"/> Approve these data																
SIGNATURE(S) OF DESIGNATED ENGINEERING REPRESENTATIVE(S)		DESIGNATION NUMBER(S)	CLASSIFICATION(S)													
 Fred P. Gatz		DERT-710098-SW	<b>STRUCTURAL</b> Ref. FAA Order 8110.37C  Chart A - Authorized Areas / Delegated Functions A1, A2, A3, A4, K4, L4, M4, N4, O4, A5, M5, N5, O5, A7, H8, A9, K9, L9, M9, N9, O9, J10 Note 2A, J10 Note 3A, L11, M11; FAR 23.25 Area P - Repairs & Alterations													



Gatz Technical Engineering Consultants

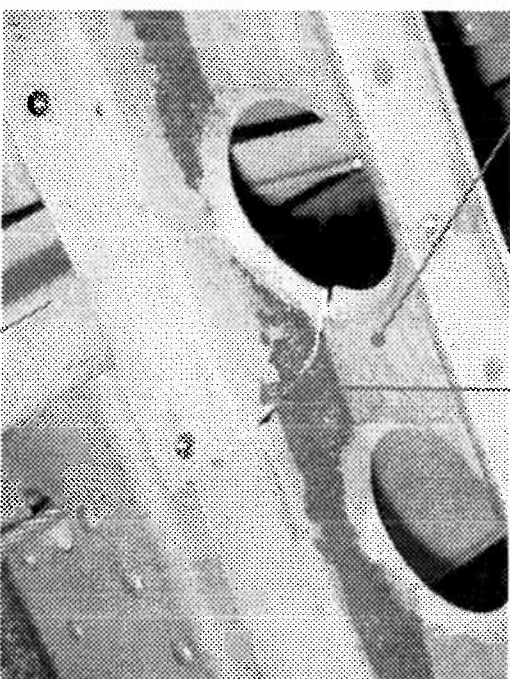
MATERIAL DISCREPANCY NO. EAM0001-3951

## DISCREPANCY

DISPOSITION AND / OR FIX

1	The center cabin floor beam 310903-3 web has sustained a large crack extending from the parts web at the center lightening hole bead flange bead	R.L.	6-5-06	X	1) <b>REPAIR PROCEDURE:</b> Repair in accordance with GTEC, INC. Drawing No. 06-3951 "CENTER FLOOR WEB REPAIR - MODEL 690D, S/N 15018", Rev. I/R, Dated 11-SEP-2006.	Fred Gatz	11 SEP 2006	
	The crack extends from the right hand side of the bead downward at the 5:00 o'clock position and continues through the lower return flange of the part.							
					<b>ENGINEERING NOTE:</b> This damage appears to be the result from an			

310903-3 CTR WEB  
(REF.)  
MD-EAM0001-3951, ITEM #1  
CRACK INDICATION

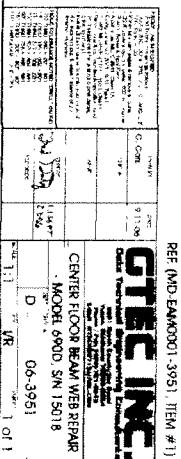


B.L. 0.00

**VIEW LOOKING FORWARD & DOWN  
@ THE CENTER FLOOR WEB**



1. Match all colored parts to existing structure as required.
2. Appendable to obtain ports shape as required. The fabric is identified with the minimum amount required; that color must be maintained.









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INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. 1421). Failure to report can result in civil penalty not to exceed \$1,000 for each such violation (Section 901 Federal Aviation Act of 1958).

<b>1. Aircraft</b>	Make Twin Commander	Model 690D
	Serial No. 15018	Nationality and Registration Mark N611
<b>2. Owner</b>	Name (As shown on registration certificate) United States Department of Interior	Address (As shown on registration certificate) Office Of Aircraft Services 300 E Mallard DR Suite 200 Boise Idaho 83706-3991

**3. For FAA Use Only**

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**4. Unit Identification**

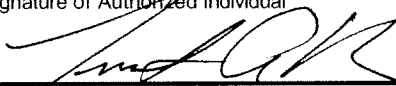
**5. Type**

Unit	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	_____ (As described in Item 1 above) _____				<b>X</b>
POWERPLANT					
PROPELLER					
APPLIANCE	Type				
	Manufacturer				

**6. Conformity Statement**


<b>A. Agency's Name and Address</b>	<b>B. Kind of Agency</b>	<b>C. Certificate No.</b>
Executive Aircraft Maintenance 7920 E. Greenway Road Scottsdale AZ 85260	<input type="checkbox"/> U.S. Certificated Mechanic	E27R1730
	<input type="checkbox"/> Foreign Certificated Mechanic	
	<input checked="" type="checkbox"/> Certificated Repair Station	
	<input type="checkbox"/> Manufacturer	

D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Date 11-04-2005	Signature of Authorized Individual 
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**7. Approval for Return To Service**

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is ☒ APPROVED ☐ REJECTED

BY	FAA Flt. Standards Inspector	Manufacturer	Inspection Authorization	Other (Specify)
	FAA Designee	<input checked="" type="checkbox"/> Repair Station	Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection 11-04-05		Certificate or Designation No. E27R1730	Signature of Authorized Individual 	

## NOTICE

*Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.*

### 8. Description of Work Accomplished

*(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)*

N611 Twin Commander 690D S/N 15018 AFTT:9903.4      Removed Radar Altimeter, Installed Blanking, Capped and Stowed Canon Plug. Change to weight and balance is negligible. Continued Airworthiness to be maintained IAW Twin Commander Maintenance Manual P/N M690004-2 As revised.

☐ Additional Sheets Are Attached



U S Department of  
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1. Aircraft	Make <b>Gulfstream Commander</b>	Model <b>690D</b>
	Serial No. <b>15018</b>	Nationality and Registration Mark <b>N611</b>
2. Owner	Name (As shown on registration certificate) <b>U S Department of the Interior</b>	Address (As shown on registration certificate) <b>2350 West Robinson Road Boise, ID 83705</b>

The information/data identified herein complies with the applicable 3. For FAA Use Only

airworthiness requirements and is approved only for the above described aircraft subject to conformity inspection by a person authorized in FAR 43, section 43.7

*James J. Halderson*  
DATE 12-15-2004 FAA INSPECTOR-SW/ESDO OKC

4. Unit Identification				5. Type	
Unit	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	~~~~~(As described in item 1 above)~~~~~				XX
POWERPLANT					
PROPELLER					
APPLIANCE	Type				
	Manufacturer				

**6. Conformity Statement**

A. Agency's Name and Address <b>The ServiCenter, Inc. 7301 NW 50th St. Oklahoma City, OK 73132-9702</b>	B. Kind of Agency <input type="checkbox"/> U.S. Certified Mechanic <input type="checkbox"/> Foreign Certified Mechanic <input checked="" type="checkbox"/> Certified Repair Station <input type="checkbox"/> Manufacturer	C. Certificate No. <b>V5SR2170</b>
--	---	---------------------------------------

D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Date <b>12-15-2004</b>	Signature of Authorized Individual <b>Dean Ashley</b> <i>Dean W. Ashley</i>
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**7. Approval for Return to Service**

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is ☒ APPROVED ☐ REJECTED

BY	FAA Fit Standards Inspector	Manufacturer	Inspection Authorization	Other (Specify)
	FAA Designee	X Repair Station	Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection <b>12-15-2004</b>		Certificate or Designation No. <b>V5SR2170</b>	Signature of Authorized Individual <b>Anthony Brewer</b> <i>Anthony Brewer</i>	

## NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

### 8. Description of Work Accomplished

(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

Gulfstream Commander Model 690D      s/n -15018      N611      December 15, 2004

Removed the existing Garmin GNS 530 Nav/Com/GPS unit from the center instrument panel. Sent unit back to Garmin factory for update to GNS 530 with TAWS. Received unit back and reinstalled in the aircraft at the same location using the following Garmin Installation Manual, p/n - 190-00181-02, Rev. K, dated 11-2004. See The ServiCenter, Inc. Wiring Diagram # SC013-053-090 dated 12-15-2004 for details of the changes made.

NOTE: p/n - 011-00940-01, s/n - 78401195.

The new updated GNS 530 unit meets the requirements of TSO-C151b, Class B. This unit has now been updated to the latest software and aligned to optimum performance.

Removed the existing Flight Manual Supplement and a new FAA Approved Flight Manual Supplement, dated 12-15-2004 was inserted in the Pilots Operating Handbook.

A new Pilots Operating Guide Addendum, Garmin p/n - 190-00140-13, Rev. B, was given to the owner/operator. The weight change was determined to be negligible. The Aircraft Equipment List was updated to reflect the above change.

Unit was ground operational checked per the above installation manual, found all indications & operations normal.

Instructions for Continued Airworthiness, see Appendix A, pages A1 - A3, of the Garmin Installation Manual, this document was given to the owner/operator.

\*\*\* END \*\*\*

☐ Additional Sheets Are Attached



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1. Aircraft	Make <b>Gulfstream Commander</b>	Model <b>690D</b>
	Serial No. <b>15018</b>	Nationality and Registration Mark <b>N611</b>
2. Owner	Name (As shown on registration certificate) <b>U S Department of Interior Office of Aircraft Services</b>	Address (As shown on registration certificate) <b>300 E. Mallard Dr. Suite 200 Boise, ID 83706-3991</b>

The ~~airframe~~/data identified herein complies with the applicable 3. For FAA Use Only

airworthiness requirements and is approved only for the above described aircraft subject to conformity inspection by a person authorized in FAR 43, section 43.7.

*Earnest J. Hollahan*  
DATE ~~4-13-2004~~ FAA INSPECTOR SW FSDO, OKC

4. Unit Identification				5. Type	
Unit	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	~~~~~(As described in item 1 above)~~~~~				XX
POWERPLANT					
PROPELLER					
APPLIANCE	Type				
	Manufacturer				

**6. Conformity Statement**

A. Agency's Name and Address <b>The ServiCenter, Inc. 7301 NW 50<sup>th</sup> St. Bethany, Oklahoma 73008</b>	B. Kind of Agency <input type="checkbox"/> U.S. Certified Mechanic <input type="checkbox"/> Foreign Certified Mechanic <input checked="" type="checkbox"/> Certified Repair Station <input type="checkbox"/> Manufacturer	C. Certificate No. <b>V5SR2170</b>
--	---	---------------------------------------

D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Date <b>04-12-2004</b>	Signature of Authorized Individual <b>Anthony Brewer</b> <i>Anthony Brewer</i>
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**7. Approval for Return to Service**

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is ☒ APPROVED ☐ REJECTED

BY	FAA Fit Standards Inspector	Manufacturer	Inspection Authorization	Other (Specify)
	FAA Designee	X Repair Station	Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection <b>04-12-2004</b>	Certificate or Designation No. <b>V5SR2170</b>	Signature of Authorized Individual <b>Ken Baker</b> <i>Ken Baker</i>		

## NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

### 8. Description of Work Accomplished

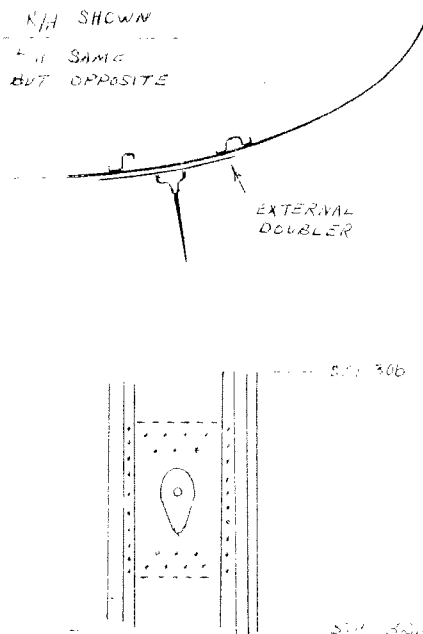
(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

Gulfstream Commander Model 690D      s/n -15018      N611      April 12, 2004

Installed the provisions for a VHF-FM radio by installing two Comant antennas on the bottom of the aft fuselage, seven inches left & right of centerline of the aircraft, between F/Sta. 308.0 and 326.0, using an external doubler made from .050", 2024-T3 Alclad aluminum. The antenna part number is C1292-3, ( TSO C37c, C38c and DO160B ). Picked up existing rivets through stringers and added rivets per the diagram below. This doubler installation is similar to Figure 3.6 & paragraph 39 of Chapter 3 in AC 43.13-2A. Both antennas were mounted & sealed to the doubler per the antenna manufacturer's instructions.

Routed the antenna coax cables through the aft pressure bulkhead in an existing factory installed wire bundle. Routed the cables along an existing wire bundle to the cockpit center pedestal. Installed a 24 volt, 10 amp circuit breaker in the cockpit circuit breaker panel and routed the 14 gage wire to a cannon plug at the center pedestal area where an FM radio will be installed at a later date.

Revised the Aircraft Weight & Balance Sheet, placed a copy in the Pilots Operating Handbook. The Aircraft Equipment List was updated to reflect the above changes.



\*\*\* END \*\*\*

☐ Additional Sheets Are Attached



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1. Aircraft	Make <b>Gulfstream Commander</b>	Model <b>690D</b>
	Serial No. <b>15018</b>	Nationality and Registration Mark <b>N611</b>
2. Owner	Name (As shown on registration certificate) <b>U S Department of the Interior</b>	Address (As shown on registration certificate) <b>2350 West Robinson Road Boise, ID 83705</b>

**3. For FAA Use Only**

4. Unit Identification				5. Type	
Unit	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	~~~~~(As described in item 1 above)~~~~~			XX	
POWERPLANT					
PROPELLER					
APPLIANCE	Type				
	Manufacturer				

**6. Conformity Statement**

A. Agency's Name and Address <b>The ServiCenter, Inc. 7301 NW 50th St. Bethany, Oklahoma 73008</b>	B. Kind of Agency <input type="checkbox"/> U.S. Certified Mechanic <input type="checkbox"/> Foreign Certified Mechanic <input checked="" type="checkbox"/> Certified Repair Station <input type="checkbox"/> Manufacturer	C. Certificate No. <b>V5SR2170</b>
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Date <b>06-19-2003</b>	Signature of Authorized Individual <b>Anthony Brewer</b> <i>Anthony Brewer</i>
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**7. Approval for Return to Service**

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is ☒ APPROVED ☐ REJECTED

BY	FAA Fit Standards Inspector	Manufacturer	Inspection Authorization	Other (Specify)
	FAA Designee	X Repair Station	Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection <b>06-19-2003</b>	Certificate or Designation No. <b>V5SR2170</b>	Signature of Authorized Individual <b>Anthony Brewer</b> <i>Anthony Brewer</i>		

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Gulfstream Commander Model 690D      s/n -15018      N611      June 19, 2003

Complied with Twin Commander Custom Kit 175, entitled "Lower Rib Replacement - Vertical Stabilizer", dated May 20, 2003.

The new lower rib was installed per the kit instructions except for the following deviation: installed a .100" thick x 3.5" long aluminum shim between each corner clip and the outer rib angle, in accordance with GTEC Inc., Report No. SS10-3254, entitled "Proposed Alternate Method of Compliance to SB 218 Structural Substantiation", Rev. I/R dated 6-16-03, as approved by FAA Form 8110-3, dated 6-16-03 and Drawing Number 03-3254, entitled, "Lower Rib Replacement Vert. Stab. 690D, s/n 15018", dated 6-16-03.

NOTE: This installation is FAA Approved as an Alternate Method of Compliance with Airworthiness Directive 95-13-02, per Twin Commander Service Bulletin 218. See attached letter from FAA dated 6-19-03.

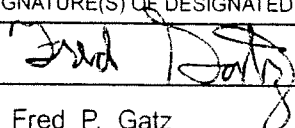
No change in Weight & Balance.

\*\*\* END \*\*\*



Additional Sheets Are Attached



U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION			DATE 16 JUNE 2003	
<b>STATEMENT OF COMPLIANCE WITH THE FEDERAL AVIATION REGULATIONS</b>				
<b>AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATIONS</b>				
MAKE Twin Commander	MODEL NO. 690D	TYPE (Airplane, Radio, Helicopter, etc.) Airplane	NAME OF APPLICANT The Servicer, Inc.	
<b>LIST OF DATA</b>				
<b>IDENTIFICATION</b>	<b>TITLE</b>			
<b>MATERIAL DISCREPANCY NO.</b>	<b>ASSY / INSTL NO.</b>	<b>MODEL NO.</b>	<b>SERIAL NO.</b>	<b>APPROVAL DATE</b>
SC0001, Item #1 & 2 (3 pages)	410008-519 / 410075-1	690D	15018 ONLY	16JUNE2003
<b>REPORT NO.</b>	<b>REPORT TITLE</b>	<b>REV. NO.</b>	<b>MODEL NO.</b>	<b>SERIAL NO.</b>
SS10-3254 GTEC, INC. (19 pages)	PROPOSED ALTERNATE METHOD OF COMPLIANCE TO SB 218 STRUCTURAL SUBSTANTIATION	I/R 16JUNE2003	690D	15018 ONLY
<b>DRAWING NO.</b>	<b>DRAWING TITLE</b>	<b>REV. NO.</b>	<b>MODEL NO.</b>	<b>SERIAL NO.</b>
03-3254 GTEC, INC. (1 sheet)	LOWER RIB REPLACEMENT VERT. STAB. - 690D, S/N 15018	I/R 16JUNE2003	690D	15018 ONLY
<b>NOTES:</b>				
1) The above proposed repair will allow S/N: 15018 (T.T. = 9026.4) to meet the structural intent of TCAC SB 218. As (AD) Advisory Directive No. 95-13-02 is applicable FAA Regional Approval for this proposed repair is being requested. 2) The structural aspects only of this data are approved herein. 3) The inspection of this installation is not being approved. 4) This aircraft is of United States registry N611.				
<b>PURPOSE OF DATA</b>				
To Submit Data to the File in Support of a Proposed Alternate Method of Compliance.				
<b>APPLICABLE REQUIREMENTS (List specific sections)</b>				
CAM 3.171	CAM 3.291	CAM 3.307		
CAM 3.172	CAM 3.292			
CAM 3.173	CAM 3.295			
CAM 3.174	CAM 3.306			
<b>CERTIFICATION</b> - Under authority vested by direction of the Administrator and in accordance with conditions and limitations of appointment under Part 183 of the Federal Aviation Regulations, data listed above and on attached sheets numbered _____ have been examined in accordance with established procedures and found to comply with applicable requirements of the Federal Aviation Regulations.				
I <input checked="" type="checkbox"/> Therefore <input checked="" type="checkbox"/> Recommend approval of these data <input type="checkbox"/> Approve these data				
<b>SIGNATURE(S) OF DESIGNATED ENGINEERING REPRESENTATIVE(S)</b>		<b>DESIGNATION NUMBER(S)</b>	<b>CLASSIFICATION(S)</b>	
 Fred P. Gatz		DERT-710098-SW	<b>STRUCTURAL</b> Ref. FAA Order 8110.37C  Chart A: A1, A2, A3, A4, K4, L4, M4, N4, O4, A6, M6, N6, O6, A7, H8, A9, K9, L9, M9, N9, O9, I10, J10, L11, M11; FARs 23, 25; A1, A4, A9; FARs 27, 29; Area P (Repairs & Alterations)	





U.S. Department  
of Transportation  
Federal Aviation  
Administration

Transport Airplane Directorate  
Aircraft Certification Service

1801 Lind Avenue S.W.  
Renton, Washington 98055-4056

June 19, 2003

In Reply  
Refer To: 190S-03-454

Mr. Fred Gatz  
GTEC, Inc.  
9601 North Countyline Road  
Yukon, OK 73099

Dear Mr. Gatz:

The Federal Aviation Administration (FAA) has received your letter, file Nos. 3254FAA, dated June 16, 2003, requesting an alternative method of compliance to Airworthiness Directive (AD) 95-13-02, applicable to Twin Commander Model 690D airplane, Serial Number 15018. This AD mandates the inspections and modifications per Twin Commander Service Bulletin (SB) 218.

You are requesting that replacement of the original vertical stabilizer lower rib with a new lower rib in accordance with Twin Commander Custom Kit (CK) 175 and modified per GTEC Drawing No. 03-3254 is considered as an alternative method of compliance to Airworthiness Directive (AD) 95-13-02. In addition, you request that replacing the rib in accordance with CK 175 and modified per GTEC Drawing No. 03-3254 be terminating action for the inspections of the lower rib as required by paragraph 7(b) of Service Bulletin (SB) 218.

You are requesting approval of repairs as described in GTEC Inc. Report SS10-3254, Revision I/R, dated 16 June 2003. This report also structurally substantiates the repairs. This repair is installed in accordance with this report and GTEC drawing No.03-3254, Revision I/R, dated June 16, 2003.

The FAA approves the repair defined in your letter, file No. 3254FAA, dated June 16, 2003 and GTEC drawing No. 03-3254, Revision I/R, dated June 16, 2003 as alternative method of compliance to the following specific provisions of AD 95-13-02:

- a. Replacement of damaged or cracked vertical stabilizer lower rib with new parts as required by paragraph (c) of AD 95-13-02,



- 2
- b. Replacement of the vertical stabilizer lower rib in accordance with CK 175 and modified per GTEC Drawing No. 03-3254 is terminating action for the repetitive inspections of the lower rib required by paragraph (d)(1) of AD 95-13-02.

All other provisions of the AD regarding required modifications and inspections of parts other than the vertical stabilizer lower rib remain unchanged.

This approval is limited to the airplane specified above and may be transferred with the airplane upon sale to another operator.

Sincerely,



A. J. Pasion  
Manager, Special Certification Branch  
Seattle Aircraft Certification Office





U.S. Department of  
Transportation  
Federal Aviation  
Administration

**MAJOR REPAIR AND ALTERATION**  
**(Airframe, Powerplant, Propeller, or Appliance)**

Form Approved  
OMB No. 2120-0020

For FAA Use Only

Office Identification

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed \$1,000 for each such violation (Section 901 Federal Aviation Act 1958)

1. Aircraft	Make <b>Gulfstream Commander</b>	Model <b>690D</b>
	Serial No. <b>15018</b>	Nationality and Registration Mark <b>N611</b>
2. Owner	Name (As shown on registration certificate) <b>U S Department of the Interior</b>	Address (As shown on registration certificate) <b>2350 West Robinson Road Boise, ID 83705</b>

**3. For FAA Use Only**

**4. Unit Identification**

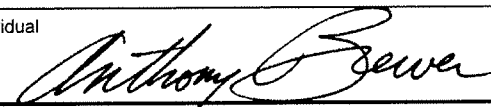
**5. Type**

Unit	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	~~~~~(As described in item 1 above)~~~~~				XX
POWERPLANT					
PROPELLER					
APPLIANCE	Type				
	Manufacturer				

**6. Conformity Statement**

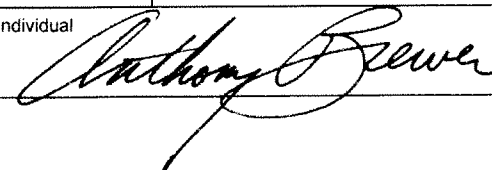
A. Agency's Name and Address <b>The ServiCenter, Inc. 7301 NW 50th St. Bethany, Oklahoma 73008</b>	B. Kind of Agency <input type="checkbox"/> U.S. Certified Mechanic <input type="checkbox"/> Foreign Certified Mechanic <input checked="" type="checkbox"/> Certified Repair Station <input type="checkbox"/> Manufacturer	C. Certificate No. <b>V5SR2170</b>
---	---	---------------------------------------

D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Date <b>06-18-2003</b>	Signature of Authorized Individual <b>Anthony Brewer</b> 
---------------------------	--

**7. Approval for Return to Service**

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is ☒ APPROVED ☐ REJECTED

BY	FAA Fit Standards Inspector	Manufacturer	Inspection Authorization	Other (Specify)
	FAA Designee	X Repair Station	Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection <b>06-18-2003</b>	Certificate or Designation No. <b>V5SR2170</b>	Signature of Authorized Individual <b>Anthony Brewer</b> 		

## NOTICE

*Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.*

### 8. Description of Work Accomplished

*(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)*

Gulfstream Commander Model 690D      s/n -15018      N611      June 18, 2003

Installed a Precise Flight Model 3060S Pulselite Control System in accordance with the instructions & procedures contained in Precise Flight, Inc., STC SA4005NM.

Unit was configured to pulse the existing landing lights & taxi lights only.

FAA Approved Flight Manual Supplement, PFI Doc. SA4005NM-01 Rev. O/R, dated 11-27-02, was inserted in the Pilots Operating Handbook. The weight change was determined to be negligible. The Aircraft Equipment List was updated to reflect the above change.

Instructions for Continued Airworthiness, see Precise Flight, Inc., Installation Manual Report No. 08076 Rev. C, dated 07-10-02. This manual was given to the owner/operator.

\*\*\* END \*\*\*

☐ Additional Sheets Are Attached



Department of Transportation—Federal Aviation Administration

# Supplemental Type Certificate

Number SA4005NM

This certificate, issued to

Precise Flight, Inc.  
63120 Powell Butte Rd.  
Bend, OR 97701

certifies that the change in the type design for the following product with the limitations and conditions therefor as specified hereon meets the airworthiness requirements of Part \* of the \* Regulations.

Original Product—Type Certificate Number:

\*See attached FAA Approved Model List (AML)

Make:

No. SA4005NM for list of approved airplane models

Model:

and applicable airworthiness regulations

*Description of the Type Design Change:* Precise Flight Inc. Pulselite Control System manufactured in accordance with Precise Flight Engineering Drawing Lists 002P0000, Revision H, dated July 11, 2001, 010P0000, Revision F, dated March 13, 2002, 015P0000, Revision J, dated April 19, 2002, 020P0000, Revision M, dated September 6, 2002, 025P0000, Revision E, dated July 10, 2001, or later FAA approved revisions. Installed in accordance with the appropriate Precise Flight drawing, listed on Precise Flight Engineering Drawing List 001P0020, Revision A, dated July 10, 2002, and/or the Installation Manual listed on FAA AML No. SA4005NM, dated November 27, 2002, or later FAA approved revisions. Maintained in accordance with the appropriate Precise Flight Instructions for Continued Airworthiness found on Engineering Drawing List 001P0020, Revision A, dated July 10, 2002, or found in the appropriate Installation Manual listed on FAA AML SA4005NM, dated November 27, 2002, or later FAA approved revision.

NOTE: Approval for the physical installation of the Pulselite Control Unit will be required if there is no specific reference provided in Engineering Drawing List 001P0020, Revision A, dated July 10, 2002, or later FAA approved revision.

*Limitations and Conditions:* Approval of this change in type design applies to the model aircraft on the FAA approved AML SA4005NM only. This approval should not be extended to other aircraft of these models on which other previously approved modifications are incorporated unless it is determined by the installer that the relationship between this change and any of those other previously approved modifications, including changes in type design, will introduce no adverse effect upon the airworthiness of that aircraft. A copy of this Certificate, FAA approved AML No. SA4005NM, dated November 27, 2002, and the Airplane Flight Manual Supplement called out in FAA approved AML SA4005NM, or later FAA approved revision, must be maintained as part of the permanent records for the modified aircraft.

If the holder agrees to permit another person to use this certificate to alter the product, the holder shall give the other person written evidence of that permission.

*This certificate and the supporting data which is the basis for approval shall remain in effect until surrendered, suspended, revoked, or a termination date is otherwise established by the Administrator of the Federal Aviation Administration.*

Date of application: July 21, 1984  
Date of issuance: August 19, 1988

Date reissued:  
Date amended: 3/31/88; 5/4/89; 6/24/93; 6/22/00;  
6/4/01; 11/27/02



By direction of the Administrator

*Adrian P. ...*  
(Signature)

Acting Manager, Seattle Aircraft Certification Office  
(Title)

Any alteration of this certificate is punishable by a fine of not exceeding \$1,000, or imprisonment not exceeding 3 years, or both.





U.S. Department  
of Transportation  
Federal Aviation  
Administration

**MAJOR REPAIR AND ALTERATION**  
**(Airframe, Powerplant, Propeller, or Appliance)**

Form Approved  
OMB No. 2120-0020

For FAA Use Only

Office Identification

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed \$1,000 for each such violation (Section 901 Federal Aviation Act of 1958).

1. Aircraft	Make GULFSTREAM AM CORP COMM DIV	Model 690D
	Serial No. 15018	Nationality and Registration Mark N611
2. Owner	Name (As shown on registration certificate) US DEPARTMENT OF THE INTERIOR	Address (As shown on registration certificate) 2350 WEST ROBINSON ROAD BOISE, ID 83705

**3. For FAA Use Only**

The data identified herein complies with the applicable  
airworthiness requirements and is approved for the above  
described aircraft, subject to conformity inspection by a  
person authorized in FAR 43, Section 43.7

Date SEP 11 2002

FAA Inspector

Charles W. Sorrells

WP 19 LAS FSDO

**4. Unit Identification**

Unit	Make	Model	Serial No.	5. Type	
				Repair	Alteration
AIRFRAME	(As described in Item 1 above)				XX
POWERPLANT					
PROPELLER					
APPLIANCE	Type				
	Manufacturer				

**6. Conformity Statement**

A. Agency's Name and Address Duncan Avionics 255 East Tropicana Ave Suite 128, Las Vegas, NV 89109	B. Kind of Agency U.S. Certified Mechanic Foreign Certified Mechanic <input checked="" type="checkbox"/> Certified Repair Station Manufacturer	C. Certificate No. JG0R164N R-1,2,3 L-I,L-ACC
--	--	---

D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Date 9-11-02	Signature of Authorized Individual  Qualified Inspector
-----------------	---

**7. Approval for Return to Service**

Pursuant to the authority given persons specified below, the unit identified in Item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is ☒ APPROVED ☐ REJECTED

BY	FAA Fit. Standards Inspector	Manufacturer	Inspection Authorization	Other (Specify)
	FAA Designee	<input checked="" type="checkbox"/> Repair Station	Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection 9-11-02		Certificate or Designation No. JG0R164N	Signature of Authorized Individual  Qualified Inspector	

## NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

### 8. Description of Work Accomplished

(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

Reference FAA field approved form 337 dated June 13, 2001 for the original installation of the RYAN model 9900B TCAD system.

Removed Ryan 9900B equipment:

Ryan p/n 70-2400 TCAD Processor from FS 350

Ryan p/n 70-2500 TCAD Display from FS 68

Installed upgraded Ryan 9900BX equipment:

Ryan p/n 70- 2420 TCAD Processor at FS 350 TSO# C-147 Class B

Ryan p/n 70-2520 TCAD Display at FS 68 TSO#C-147 Class B

Basis of installation of the Ryan model 9900BX TCAD is a follow-on of STC # SA1763GL issued June 19,1992 and amended Sept 19, 2001.

Completed post installation tests in accordance with Ryan TCAD model 9900BX Installation Manual p/n 32-2351, revision 3, Section IV titled Performance testing.

Completed interference tests per AC 43.13-1B, Chapter 11, paragraphs 11-106 and 11-107, and found that the Ryan model 9900BX system does not adversely affect existing components or systems.

FAA Approved Airplane Flight Manual Supplement, dated SEP 11, 2002 must be attached to the FAA Approved Airplane Flight Manual when aircraft is modified by the installation of Ryan model 9900BX TCAD system.

Revised aircraft equipment list.

Weight And Balance, and electrical load changes are negligible.

-----END-----



Additional Sheets Are Attached



U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

**MAJOR REPAIR AND ALTERATION**  
**(Airframe, Powerplant, Propeller, or Appliance)**

Form Approved  
OMB No. 2120-0020

**For FAA Use Only**

Office Identification

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed \$1000 for each such violation (Section 901 Federal Aviation Act of 1958)

<b>1. Aircraft</b>	<b>Make</b> Gulfstream	<b>Model</b> Commander 690D ( Model 900 )
	<b>Serial No.</b> 15018	<b>Nationality and Registration Mark</b> USA N611
<b>2. Owner</b>	<b>Name</b> (As shown on registration certificate) U.S. Department of the Interior	<b>Address</b> (As shown on registration certificate) 2350 West Robinson Road Boise, ID 83705

**3. For FAA Use Only**

The data herein identified herein complies with the applicable airworthiness requirements and is approved for the above described aircraft, subject to conformity inspection by a person authorized in FAR 43, Section 43.7

JUN 13 2001

DATE

SIGNATURE

PDX-FSDO

**4. Unit Identification**

**5. Type**

Unit	Make	Model	Serial No.	Repair	Alteration
Airframe	----- (As described in Item 1 above) -----				xx
Powerplant					
Propeller					
Appliance	Type				
	Mnfr				

**6. Conformity Statement**

<b>A. Agency's Name and Address</b> Aero Air, LLC 2050 NE 25th Avenue Hillsboro, OR 97124	<b>B. Kind of Agency</b> <table border="1"><tr><td><input type="checkbox"/></td><td>U.S. Certificated Mechanic</td></tr><tr><td><input type="checkbox"/></td><td>Foreign Certificated Mechanic</td></tr><tr><td><input checked="" type="checkbox"/></td><td>Certificated Repair Station</td></tr><tr><td><input type="checkbox"/></td><td>Manufacturer</td></tr></table>	<input type="checkbox"/>	U.S. Certificated Mechanic	<input type="checkbox"/>	Foreign Certificated Mechanic	<input checked="" type="checkbox"/>	Certificated Repair Station	<input type="checkbox"/>	Manufacturer	<b>C. Certificate No.</b> 09IR003Y
<input type="checkbox"/>	U.S. Certificated Mechanic									
<input type="checkbox"/>	Foreign Certificated Mechanic									
<input checked="" type="checkbox"/>	Certificated Repair Station									
<input type="checkbox"/>	Manufacturer									

D. I certify that the repair and/or alteration to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

<b>Date</b> June 12th, 2001	<b>Signature of Authorized Individual</b> Matthew M. Hill <i>Matthew M. Hill</i>
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**7. Approval for Return to Service**

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is   x   Approved        Rejected

<b>BY</b>	<input type="checkbox"/> FAA Flt. Standards Inspector	<input type="checkbox"/> Manufacturer	<input type="checkbox"/> Inspection Authorization Person Appr. by Transport Canada Airworthiness Group	Other (specify)
	<input type="checkbox"/> FAA Designee	<input checked="" type="checkbox"/> Repair Station		
<b>Date of Approval or Rejection</b> June 13th, 2001		<b>Certificate or Designation No.</b> 09IR003Y	<b>Signature of Authorized Individual</b> Matthew M. Hill <i>Matthew M. Hill</i>	

## NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

### 8. Description of Work Accomplished

(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

#### Avionics Alteration to Gulfstream Commander 690D S/N 15018, Dated 6-13-2001

##### 1) Equipment removed:

	ARM	WT
KING KNR-665A P/N 066-4006-02	350.0	9.62 lb
KING KTR-908 P/N 064-1023-00	382.5	3.5 lb
KING KCU-565A P/N 066-4005-05	83.0	3.87 lb
KING KDA-696 P/N 071-1074-00	350.0	7.2 lb
KING KFS-598 P/N 071-1215-35	70.0	0.5 lb
KING KVN-395 P/N 066-3022-07	69.0	3.1 lb
KING KPI-553A P/N 066-3045-19	68.0	5.5 lb
BENDIX/KING KLN-90 P/N 066-04031-0101	67.0	6.3 lb
BENDIX/KING KA-91 P/N 071-01545-0100	210.9	0.6 lb

##### 2) Equipment installed:

GARMIN GNS-530 P/N 011-00550-10	67.7	6.8 lb
KING KPI-552 P/N 066-3024-09	68.0	4.8 lb
BENDIX/KING KAS-297A P/N 065-0053-02	69.0	1.2 lb
RYAN 9900B TCAD Processor P/N 70-2400	350.0	6.38 lb
RYAN 9900B TCAD Display P/N 70-2500	68.0	1.0 lb
RYAN 9900B TCAD Top Antenna P/N S72-1750-31L	133.0	0.66 lb
RYAN 9900B TCAD Bottom Antenna P/N S72-1750-32L	133.0	0.75 lb
Qty. 2, RYAN 9900B TCAD Antenna Couplers P/N 70-2040	350.0	0.5 lb each
MID-CONTINENT MD41-1468 Annunciation Control Unit	71.0	0.3 lb
GARMIN GA-56 P/N 010-10040-00	210.9	0.3 lb

- 3) AC 43.13-1B/2A was used to determine that all acceptable methods, techniques, and practices were used in the alteration of the avionic systems. Basis for installation of the Garmin GNS-530 is, follow on to STC#SA00864WI using Installation Manual P/N: 190-00181-02 Rev. B. Basis for installation of the Ryan 9900B TCAD is, follow on to STC#SA00900NY using Ryan TCAD 9900 Series Installation Manual Rev. 4. TCAD antennas and GPS antenna installed per Aero Air Drawing, TCAD Antenna Installation on TC 690D, S/N 15018, Doc.#AEA.089-90, IR, Dated 3/01/01, data approved by 'Volant technica', DERT-635895-NM, Peter T. Pupator. Structural Substantiation on TCAD Antenna Installation on a TC 690D, S/N 15018, Doc.#VT-AEA089-25, IR, Dated 5/29/01, data approved on form 8110-3 by 'Volant technica', DERT-635895-NM, Peter T. Pupator. Modified aft pressure bulkhead per Drawing #01-2720 titled AFT PRESS BULKHD HOLE PENETRATION, IR, Dated 28FEB2001, for 690D S/N 15018 Only, data approved on form 8110-3 by GTEC INC., DERT-710098-SW, Fred P. Gatz.
- 4) Interfaced Ryan TCAD with Garmin GNS-530. Capped and stowed wiring not used in installation of King KPI-552, KAS-297A, removal of KNR-665A, KCU-565A, KDA-696, KVN-395, KFS-598. Changed circuit breaker panel to reflect installed equipment and required current protection of equipment. Klixon P/N 7277-5-5 5amp circuit breakers used for the COM 1 (now integral with Garmin GNS-530), and GPS (GNS-530). Klixon P/N 7277-5-3 used for the TCAD. COM 1, GPS, TCAD are the labels for these circuit breakers and they are wired to the # 1 Radio Bus. Wires used for the installed equipment are: M27500-22TG3T14, M27500-22TG2T14, M27500-20TG2T14, M27500-20TG3T14, 22759/1676-9, 22759/16-16-9-16ga, 22759/16-18, and RGS142 NAT: jkt BRN.
- 5) Aircraft weighed and Weight & Balance Data revised in aircraft Pilot's Operating Handbook, Dated 6-13-2001, Flight Manual Supplements for the Ryan 9900B TCAD and Garmin GNS-530 inserted in Pilot's Operating Handbook Dated 6-13-2001.
- 6) 750 hrs Flight Time: Inspect TCAD Top & Bottom doubler and rivets for general condition, replace as required. Inspect GPS antenna doubler and rivets for general condition, replace as required.

Continued Airworthiness instructions for the Ryan TCAD (P/N 32-2312 Rev. 0, Aug. 11, 1998) are attached to this document. For continued airworthiness on all other equipment installed per this 337, "on condition only".

----- END -----

# **RYAN INTERNATIONAL CORPORATION**

---

4800 EVANSWOOD DRIVE • COLUMBUS, OHIO 43229-6296 • 614/885-3303 • FAX 614/885-8307

## **Ryan TCAD Instructions for Continued Airworthiness P/N 32-2312 Rev 0 August 11, 1998**

The Ryan TCAD uses self-test diagnostics to detect most malfunctions of the equipment. A thorough checkout of the system in accordance with the Installation Manual is required if there is a possibility that work on the aircraft could affect performance of the TCAD. Otherwise, a simple evaluation of the TCAD display of traffic in the local area is satisfactory for periodic inspections. If traffic on the TCAD reasonably correlates with aircraft in the traffic pattern, the requirements for continued airworthiness are met.

NOTE: A copy of this document should be provided to the Owner/Operator.

32-2312.doc

***Ryan TCAD***







U.S. Department  
of Transportation  
Federal Aviation  
Administration

## MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)

Form Approved  
OMB No. 2120-0020

For FAA Use Only

Office Identification

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed \$1,000 for each such violation (Section 901 Federal Aviation Act of 1958).

1. Aircraft	Make Gulfstream Am Corp Comm Div	Model 690D
	Serial No. 15018	Nationality and Registration Mark USA, N611
2. Owner	Name (As shown on registration certificate) US Department of the Interior	Address (As shown on registration certificate) 2350 W. Robinson Rd. Boise ID, 83705

### 3. For FAA Use Only

### 4. Unit Identification

### 5. Type

Unit	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	(As described in item 1 above)				X
POWERPLANT					
PROPELLER					
APPLIANCE	Type				
	Manufacturer				

### 6. Conformity Statement

A. Agency's Name and Address		B. Kind of Agency		C. Certificate No.
Aero Air LLC 2050 NE 25th Ave Hillsboro, OR 97124 Airframe Class I and III		U.S. Certificated Mechanic		CRS# 09IR003Y
		Foreign Certificated Mechanic		
		X Certificated Repair Station		
		Manufacturer		
D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.				
Date June 14, 2001		Signature of Authorized Individual  D. Gutmann		

### 7. Approval for Return To Service

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is ☒ APPROVED ☐ REJECTED

BY	FAA Fit. Standards Inspector	Manufacturer	Inspection Authorization	Other (Specify)
	FAA Designee	X Repair Station	Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection June 14, 2001		Certificate or Designation No. CRS# 09IR003Y	Signature of Authorized Individual  D. Gutmann	

## NOTICE

*Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.*

### 8. Description of Work Accomplished

*(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)*

#### **Propeller Upgrade (STC No. SA2380NM)**

Modified aircraft by replacing the original Dowty-Rotol propellers with new Hartzell Super Q-Tip Propellers in accordance with Aero Air LLC, STC No. SA2380NM "Installation of Two Hartzell Model HC-B3TN-5FL/LT10876-2Q Propellers...", amended date 3-26-01. This installation is per Aero Air Inc. Installation Instructions Number AAE-400, Rev. A, dated March 23, 2001. The Supplement has been inserted in the Flight Manual. The equipment list has been updated. There is no weight and balance change for this modification.

#### **Instructions for Continued Airworthiness:**

Maintain propeller in accordance with Maintenance Manual Supplement No. AAE-500, Rev. A, dated March 23, 2001.

\*\*\*\*\* End Report \*\*\*\*\*

☐ Additional Sheets Are Attached

United States of America

Department of Transportation—Federal Aviation Administration

**Supplemental Type Certificate***Number* SA2380NM

*This certificate, issued to* **Aero Air, LLC**  
**2050 NE 25th Avenue**  
**Hillsboro, OR 97124**

*certifies that the change in the type design for the following product with the limitations and conditions therefor as specified hereon meets the airworthiness requirements of Part 3 of the Civil Air Regulations.*

*Original Product—Type Certificate Number:* 2A4  
*Make:* Twin Commander  
*Model:* 690D, 695 and 695A

*Description of the Type Design Change:* Installation of two Hartzell Model HC-B3TN-5(F,N)/LT10876A(N)S(B)-2Q propellers on Twin Commander Model 695 or 695A airplanes equipped with two AiResearch Model TPE-331-10-501K or -511K turboprop engines, or on Twin Commander Model 690D airplanes with STC SA236CH incorporated, in accordance with an FAA approved copy of Aero Air, Inc., Installation Instructions Number AAI-400, Revision A, dated March 23, 2001, or later FAA approved revision.

*Limitations and Conditions:* Approval of this change in type design applies to the above model aircraft only. The aircraft models 695 and 695A must have been previously equipped with Cleveland Wheels and Brakes, Kit No. 199-80 in accordance with STC SA497GL. This approval should not be extended to other aircraft of these models on which other previously approved modifications are incorporated unless it is determined that the relationship between this change and any other previously approved modifications, including changes in type design, will introduce no adverse effect upon the airworthiness of that aircraft. The aircraft must be maintained in accordance with Aero Air document AAI-500, Revision A, dated March 23, 2001. A copy of this Certificate and FAA approved Pilot's Operating Handbook Supplement VT-AEA-01.037, Revision IR, dated February 6, 2001, or later FAA approved revision, must be maintained as part of the permanent records for the modified aircraft.

If the holder agrees to permit another person to use this certificate to alter the product, the holder shall give the other person written evidence of that permission. (See "Continuation Sheet," Page 3)

*This certificate and the supporting data which is the basis for approval shall remain in effect until surrendered, suspended, revoked, or a termination date is otherwise established by the Administrator of the Federal Aviation Administration.*

*Date of application:* July 29, 1983

*Date reissued:* 09/25/98

*Date of issuance:* August 10, 1984

*Date amended:* 09/25/98; 03/26/01



*By direction of the Administrator*

*Adrian J. Adams*  
 (Signature)

Acting Manager, Seattle Aircraft  
 Certification Office

(Title)

Any alteration of this certificate is punishable by a fine of not exceeding \$1,000, or imprisonment not exceeding 3 years, or both.

This certificate may be transferred in accordance with FAR 21.47.



United States of America

Department of Transportation—Federal Aviation Administration

# Supplemental Type Certificate

## (Continuation Sheet)

*Number* SA2380NM

Aero Air, LLC

*Amended:* 9/25/98; 03/26/01*Reissued:* 9/25/98*Limitations and Conditions continued.*

### NOISE LEVEL

The noise level of the aircraft with these propellers is less than that of the original aircraft.

No determination has been made by the Federal Aviation Administration that the noise levels of these aircraft are, or should be, acceptable or unacceptable for operation at, into, or out of, any airport.

The above statement notwithstanding, the relative noise level of the modified aircraft has been verified by and approved by the Federal Aviation Administration in noise level tests.

-END-

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Any alteration of this certificate is punishable by a fine of not exceeding \$1,000, or imprisonment not exceeding 3 years, or both.

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U.S. Department  
of Transportation  
Federal Aviation  
Administration

# MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)

Form Approved  
OMB No. 2120-0020

For FAA Use Only

Office Identification

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed \$1,000 for each such violation (Section 901 Federal Aviation Act of 1958).

1. Aircraft	Make Gulfstream Am Corp Comm Div	Model 690D
	Serial No. 15018	Nationality and Registration Mark USA, N611
2. Owner	Name (As shown on registration certificate) US Department of the Interior	Address (As shown on registration certificate) 2350 W. Robinson Rd. Boise ID, 83705

### 3. For FAA Use Only

The data identified herein complies with the applicable airworthiness requirements and is approved only for the above described aircraft, subject to conformity inspection by a person authorized in FAR 43, Section 43.7.

Date 6/14/2001

Inspector

*John R. Clark*  
John R. Clark

NM-FSDO-09

### 4. Unit Identification

### 5. Type

Unit	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	(As described in item 1 above)			X	X
POWERPLANT					
PROPELLER					
APPLIANCE	Type				
	Manufacturer				

### 6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
Aero Air LLC 2050 NE 25th Ave Hillsboro, OR 97124 Airframe Class I and III	<input type="checkbox"/> U.S. Certificated Mechanic	CRS# 09IR003Y
	<input type="checkbox"/> Foreign Certificated Mechanic	
	<input checked="" type="checkbox"/> Certificated Repair Station	
	<input type="checkbox"/> Manufacturer	

D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Date  
June 13, 2001

Signature of Authorized Individual

*D. Gutmann*  
D. Gutmann

### 7. Approval for Return To Service

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is ☒ APPROVED ☐ REJECTED

BY	FAA Fit. Standards Inspector	Manufacturer	Inspection Authorization	Other (Specify)
	FAA Designee	X Repair Station	Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection <u>6-14-01</u>		Certificate or Designation No. CRS# 09IR003Y	Signature of Authorized Individual <i>D. Gutmann</i> D. Gutmann	

## NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

### 8. Description of Work Accomplished

(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

#### Twin Commander SB214 "Wing and Fuselage Fatigue Inspection and Modification"

Complied with Twin Commander SB214 "Wing and Fuselage Fatigue Inspection and Modification", Rev. 1, dated April 19, 2001. Performed "full compliance" as specified in Part I. Recurring inspections are due as per SB214, Part II, Table 1.

During the detailed structural inspection specified in SB214 the following defects were found and repaired:

Forward pressure bulkhead cracks repaired by removing damaged areas and installing replacement webs and doublers per GTEC Inc. Drawing No. 01-2745 "Forward Pressure Bulkhead Repair", dated 5-30-01; GTEC Inc. Drawing No. 01-2745-1 "Doubler Instl. -5.50 Bulkhead", dated 5-30-01; GTEC Inc. Drawing No. 01-2745-2 "SB214 Fwd. Pressure Blkhd. Repair", dated 5-30-01 and GTEC Inc. Drawing No. 01-2745-3 "Blkhd. 5.50 Repair- W.L. -35.60, R.B.L. 2.25", dated 5-30-01. Repaired cracked door jamb by adding a doubler at F.S. 96.50, W.L. -53.40 per GTEC Inc., Drawing No. 01-2745-4 "Cabin Door Inboard Jamb Lwr. Aft Crack Repair", dated 5-30-01. These GTEC Inc. Drawings are approved on form 8110-3 provided by Fred Gatz, DERT-710098-SW, dated 5-30-01.

The following deviations to SB214 have been coordinated with Twin Commander and approved on form 8110-3 prepared by Fred Gatz, DERT-710098-SW: Material Discrepancy No. 0001, relocated left and right terminal blocks at F.S. 17 to fabricated angles rather than utilizing previous mount which would have inadequate edge distance. Material Discrepancy No. 0002, refabricated doubler P/N 300008-17 leaving additional material on doubler forward and upper ends to maintain adequate hole edge distance. Material Discrepancy No. 0003, replaced stiffener P/N 311087-1 with RE7 angle to accomodate specified rivet pattern. Material Discrepancy No. 0004, door jamb repaired per GTEC Inc Drawing No. 01-2745-4 referenced above.

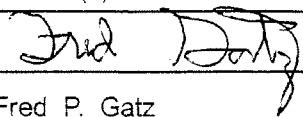
#### Instructions for Continued Airworthiness:

No additional inspections beyond the scope of the Commander Inspection Program are required for the above repairs and deviations. The recurring inspections specified in SB214 are found in Part II, Table 2.

\*\*\*\*\* End Report \*\*\*\*\*

☐ Additional Sheets Are Attached



U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION			DATE 30 MAY 2001	
<b>STATEMENT OF COMPLIANCE WITH THE FEDERAL AVIATION REGULATIONS</b>				
<b>AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATIONS</b>				
MAKE	MODEL NO.	TYPE (Airplane, Radio, Helicopter, etc.)	NAME OF APPLICANT	
Twin Commander	690D	Airplane	Aero Air, LLC.	
<b>LIST OF DATA</b>				
IDENTIFICATION	TITLE			
<b>MATERIAL DISCREPANCY NO.</b>	<b>ASSY / INSTL NO.</b>		<b>APPROVAL DATE</b>	
0001	300005-503		30MAY2001	
0002	300008-509		30MAY2001	
0003	300005-505		30MAY2001	
0004	300006-509		30MAY2001	
<b>DRAWING NO.</b>	<b>DRAWING TITLE</b>	<b>REV. NO.</b>	<b>MODEL NO.</b>	<b>SERIAL NO.</b>
01-2745	FWD PRESS. BLKHD REPAIR	I/R 30MAY2001	690D	15018
01-2745-1	DOUBLER INSTL - 5.50 BLKHD	I/R 30MAY2001	690D	15018
01-2745-2	SB 214 FWD PRESSURE BLKHD REPAIR	I/R 30MAY2001	690D	15018
01-2745-3	BLKHD 5.50 REPAIR WL -35.60, RBL 2.25	I/R 30MAY2001	690D	15018
01-2745-4	CABIN DOOR INBD JAMB LWR AFT CRACK REPAIR	I/R 30MAY2001	690D	15018
<p><b>NOTES:</b> 1) This data is in support of Aircraft Model 690D, Serial Number 15018. 2) Aircraft Total Time 8,468.7 Hours.</p>				
<b>PURPOSE OF DATA</b>				
To structurally approve deviations in support of Twin Commander Aircraft Corporation Service Bulletin No. 214.				
<b>APPLICABLE REQUIREMENTS (List specific sections)</b>				
CAM 3.171	CAM 3.197	CAM 3.294		
CAM 3.172	CAM 3.291	CAM 3.295		
CAM 3.173	CAM 3.292	CAM 3.301		
CAM 3.174	CAM 3.293	CAM 3.306		
<p><b>CERTIFICATION</b> - Under authority vested by direction of the Administrator and in accordance with conditions and limitations of appointment under Part 183 of the Federal Aviation Regulations, data listed above and on attached sheets numbered _____ have been examined in accordance with established procedures and found to comply with applicable requirements of the Federal Aviation Regulations.</p>				
<p>I <input checked="" type="checkbox"/> Therefore <input type="checkbox"/> Recommend approval of these data  <input checked="" type="checkbox"/> Approve these data</p>				
SIGNATURE(S) OF DESIGNATED ENGINEERING REPRESENTATIVE(S)		DESIGNATION NUMBER(S)	CLASSIFICATION(S)	
 Fred P. Gatz		DERT-710098-SW	<b>STRUCTURAL</b> Ref. FAA Order 8110.37C  Chart A: A1, B1, C1, D1, E1, F1, A2, E2, A3, B3, C3, D3, E3, A4, B4, C4, D4, E4, F4, K4, L4, M4, N4, O4, A6, E6, F6, M6, N6, O6, A7, H8, A9, B9, C9, D9, E9, F9, K9, L9, M9, N9, O9, J10, J10, L11, M11; FARs 23, 25; A1, A4, A9; FARs 27, 29; Area P (Repairs & Alterations)	



# MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)

Form Approved  
OMB No. 2120-0020

For FAA Use Only

Office Identification

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed \$1,000 for each such violation (Section 901 Federal Aviation Act 1958)

1. Aircraft	Make TWIN COMMANDER	Model 690D
	Serial No. 15018	Nationality and Registration Mark N-611
2. Owner	Name (As shown on registration certificate) U.S. DEPARTMENT OF THE INTERIOR	Address (As shown on registration certificate) 2350 WEST ROBINSON ROAD BOISE, ID 83705

## 3. For FAA Use Only

## 4. Unit Identification

Unit	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	~~~~~(As described in Item 1 above)~~~~~			<input type="checkbox"/>	<input checked="" type="checkbox"/>
POWERPLANT				<input type="checkbox"/>	<input type="checkbox"/>
PROPELLER				<input type="checkbox"/>	<input type="checkbox"/>
APPLIANCE	Type			<input type="checkbox"/>	<input type="checkbox"/>
	Manufacturer			<input type="checkbox"/>	<input type="checkbox"/>

## 6. Conformity Statement

A. Agency's Name and Address NATIONAL FLIGHT SERVICES, INC. 10971 E. AIRPORT SERVICE RD. SWANTON, OHIO 43558	B. Kind of Agency <input type="checkbox"/> U.S. Certified Mechanic <input type="checkbox"/> Foreign Certified Mechanic <input checked="" type="checkbox"/> Certified Repair Station <input type="checkbox"/> Manufacturer	C. Certificate No. DSCR311D
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I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Date NOVEMBER 9, 1998	Signature of Authorized Individual <i>Dan M. Dunn</i>
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## 7. Approval for Return to Service

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is ☒ APPROVED ☐ REJECTED

BY	<input type="checkbox"/> FAA Fit Standards Inspector	<input type="checkbox"/> Manufacturer	<input type="checkbox"/> Inspection Authorization	Other (Specify)
	<input type="checkbox"/> FAA Designee	<input checked="" type="checkbox"/> Repair Station	<input type="checkbox"/> Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection NOVEMBER 9, 1998	Certificate or Designation No. DSCR311D	Signature of Authorized Individual <i>Dan M. Dunn</i>		

## NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

### 8. Description of Work Accomplished

(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

Modified aircraft IAW STC SA236CH. Installed Custom Kit PN CK148-2 IAW installation instructions PP60-601. Removed R/H Eng. TPE331-5-254K, SN P-40430 and L/H Eng. TPE331-5-254K, SN P-40429. Installed O.O TSO Allied Signal engines model TPE331-10T-513K, S/n P99297C (LH) and P99295C (RH); Completed electrical wiring instructions per 94EO0444100 electrical installation instructions. Installed flight manual supplement SA236CH-AFMS-D. Flight test performed IAW report 10-601. Revised Weight and Balance information. All work accomplished IAW Twin Commander Maintenance Manual unless otherwise noted. END

☐ Additional Sheets Are Attached

United States of America  
Department of Transportation—Federal Aviation Administration  
**Supplemental Type Certificate**

*Number* SA236CH

*This certificate, issued to* Twin Commander Aircraft Corporation

*certifies that the change in the type design for the following product with the limitations and conditions therefor as specified hereon meets the airworthiness requirements of Part 3 of the Civil Air*

*Regulations* See Type Certificate Data Sheet No. 2A4 for complete certification basis.

*Original Product—Type Certificate Number:* 2A4

*Make:* Twin Commander

*Model:* 690A, 690B, 690C, and 690D

*Description of the Type Design Change:* Installation of AlliedSignal, Inc., (Garrett) TPE331-10T series engines (-512K, -515K, or -516K in the 690A and 690B; -511K or -513K in the 690C and 690D) and related changes in accordance with Eagle Creek Drawing List, 94-ECDL1, Revision J, dated September 29, 1994, or later FAA Approved revision, and Eagle Creek Installation Instructions, 94-ECD-1, Revision F, dated September 29, 1994, or later FAA Approved revision.

*Limitations and Conditions:* Airplane Flight Manual Supplement 18, dated February 22, 1995, or later FAA Approved revision is required for the Model 690A. Pilot's Operating Handbook Supplement 17, 33 and 36, dated February 22, 1995, or later FAA Approved revisions are required for the Models 690B, 690C and 690D respectively. This approval should not be extended to other aircraft of these models on which other previously approved modifications are incorporated unless it is determined by the installer that the interrelationship between this change and any of those other previously approved modifications will introduce no adverse effect upon the airworthiness of that aircraft.

*This certificate and the supporting data which is the basis for approval shall remain in effect until surrendered, suspended, revoked, or a termination date is otherwise established by the Administrator of the Federal Aviation Administration.*

*Date of application:* October 28, 1993

*Date of issuance:* August 4, 1994

*Date reissued:* October 8, 1994

*Date amended:* September 8, 1994

October 3, 1994, February 22, 1995



*By direction of the Administrator*

A handwritten signature in dark ink, appearing to read "Adrian Han", is written over a horizontal line.

(Signature)

Acting Manager, Seattle  
Aircraft Certification Office

(Title)

Any alteration of this certificate is punishable by a fine of not exceeding \$1,000, or imprisonment not exceeding 3 years, or both.

This certificate may be transferred in accordance with FAR 21.47.





U.S. Department  
of Transportation  
Federal Aviation  
Administration

**MAJOR REPAIR AND ALTERATION**  
**(Airframe, Powerplant, Propeller, or Appliance)**

Form Approved  
OMB No. 2120-0020

**For FAA Use Only**

Office Identification

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed \$1,000 for each such violation (Section 901 Federal Aviation Act of 1958).

1. Aircraft	Make <b>ROCKWELL/CDR</b>	Model <b>900/690D</b>
	Serial No. <b>15018</b>	Nationality and Registration Mark <b>N611</b>
2. Owner	Name (As shown on registration certificate) <b>DEPT OF THE INTERIOR, OFFICE OF AIRCRAFT SERVICES</b>	Address (As shown on registration certificate) <b>P.O. BOX 15428 BOISE, ID 83715</b>

**3. For FAA Use Only**

**4. Unit Identification**

**5. Type**

Unit	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	~~~~~ (As described in Item 1 above) ~~~~~				<b>X</b>
POWERPLANT					
PROPELLER					
APPLIANCE	Type				
	Manufacturer				

**6. Conformity Statement**

A. Agency's Name and Address <b>DOWNTOWN AIRPARK, INC. P.O. BOX 26027 OKLAHOMA CITY, OK 73126</b>	B. Kind of Agency <input type="checkbox"/> U.S. Certificated Mechanic <input type="checkbox"/> Foreign Certificated Mechanic <input checked="" type="checkbox"/> Certificated Repair Station <input type="checkbox"/> Manufacturer	C. Certificate No. <b>AIRFRAME &amp; RADIO VR1R568K CLASS I, II, III</b>
--	--	---

D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Date <b>10/23/97</b>	Signature of Authorized Individual  <b>RONALD J. GRAY, AVIONICS INSTALLATION INSPECTOR</b>
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**7. Approval for Return To Service**

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is ☒ APPROVED ☐ REJECTED

BY	FAA Fit. Standards Inspector	Manufacturer	Inspection Authorization	Other (Specify)
	FAA Designee	<input checked="" type="checkbox"/> Repair Station	Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection <b>10/23/97</b>		Certificate or Designation No. <b>VR1R568K</b>	Signature of Authorized Individual  <b>DENNIS W. KIRKPATRICK, AVIONICS SERVICE SUPERVISOR</b>	

## NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

### 8. Description of Work Accomplished

(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

**MFG:GULF/CDR MODEL: 690D/900 S/N: 15018 REG:N611 PG 1 OF 2**

#### **REMOVED THE FOLLOWING EQUIPMENT:**

- 1) BENDIX RDR-1100 RADAR RT WT 14.2 LBS AT ARM 41.5.
- 2) BENDIX RDR-1100 RADAR ANTENNA WT 18.0 LBS AT ARM 10.0.
- 3) BENDIX RDR 1100 RADAR INDICATOR WT 6.8 LBS AT ARM 67.5.

#### **INSTALLED THE FOLLOWING EQUIPMENT:**

ALLIED SIGNAL RDR-2000 RADAR SYSTEM, UNITS AS FOLLOWS:

- 1) ART-2000 RADAR RT/ANTENNA P/N 071-01519-0101, WT 16.8 LBS AT ARM 10.0, ON THE NOSE RADAR BULKHEAD WHERE THE OLD RADAR ANTENNA WAS LOCATED.
- 2) IN-182A RADAR INDICATOR, P/N 066-3084-32, WT 8.9 LBS AT ARM 67.5 IN THE CENTER INST. PANEL WHERE THE OLD RADAR INDICATOR WAS LOCATED.

REF. DTA DWG 5-067F FOR WIRING DETAILS.

SYSTEMS WERE INSTALLED IN ACCORDANCE WITH THE MANUFACTURERS INSTALLATION MANUALS, MANUAL P/N'S AND REVISIONS ARE LISTED ON THE ABOVE REFERENCED DWG #.

COMPONENT AND SYSTEM INSTALLATION OF THE EQUIPMENT WAS ACCOMPLISHED IN ACCORDANCE WITH AC 43.13-2A, CHAPTERS 1 & 2.

AIRCRAFT STRUCTURAL AND METAL WORK WAS ACCOMPLISHED IN ACCORDANCE WITH AC 43.13-2A, CHAPTER 1 AND AC 43.13-1A, CHAPTER 2, SECT 3.

AIRCRAFT HARDWARE USED IN THIS INSTALLATION IS IN ACCORDANCE WITH AC 43.13-1A, CHAPTER 5, SECTION 1.

ALL AIRCRAFT WIRING WAS SELECTED AND INSTALLED IN COMPLIANCE WITH AC 43.13-1A CHAPTER 11 AND AC 43.13-2A CHAPTER 2, PARAGRAPH 27.

ELECTRICAL LOAD, CIRCUIT PROTECTION AND WIRING HARNESS INSTALLATION WAS ACCOMPLISHED IN ACCORDANCE WITH AC 43.13-1A, CHAPTER 11, SECTIONS, 2,3,4,5 & 7.

A FUNCTIONAL TEST AND VFR FLIGHT CHECK OF THE SYSTEM WAS PERFORMED IN ACCORDANCE WITH FAR 23.1431, ALL TESTS WERE FOUND SATISFACTORY. ALL AIRCRAFT SYSTEMS WERE OPERATED AND IT WAS DETERMINED THAT THERE IS NO ADVERSE EMI/RF INTERFERENCE TO OR FROM THIS INSTALLATION.

FOR OPERATION OF THE ABOVE EQUIPMENT REF BENDIX/KING RDS 2000 PILOT'S GUIDE. THIS MANUAL WAS PLACED IN THE AIRCRAFT.

☐ Additional Sheets Are Attached



## NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

### 8. Description of Work Accomplished

(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

**MFG:GULF/CDR    MODEL: 690D/900    S/N: 15018    REG:N611    PG 2 OF 2**

AIRCRAFT EQUIPMENT LIST WAS UPDATED TO REFLECT THE ABOVE CHANGE.  
WEIGHT AND BALANCE DATA WAS REVISED, LOG BOOK ENTRIES COMPLETED.

-----END-----



DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION

**MAJOR REPAIR AND ALTERATION**  
**(Airframe, Powerplant, Propeller, or Appliance)**

Form Approved  
Budget Bureau No. 04-R060.1

FOR FAA USE ONLY

OFFICE IDENTIFICATION

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form.

1. AIRCRAFT	MAKE Aero Commander	MODEL G90D
	SERIAL NO. 15018	NATIONALITY AND REGISTRATION MARK U.S.A. N611
2. OWNER	NAME (As shown on registration certificate) Dept. of the Interior office of Aircraft Service	ADDRESS (As shown on registration certificate) P.O. Box 15428 Boise, Idaho 83715
	3. FOR FAA USE ONLY	

4. UNIT IDENTIFICATION				5. TYPE	
UNIT	MAKE	MODEL	SERIAL NO.	REPAIR	ALTERATION
AIRFRAME	***** (As described in item 1 above) *****				X
POWERPLANT					
PROPELLER					
APPLIANCE	TYPE				
	MANUFACTURER				

6. CONFORMITY STATEMENT		
A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
Dick Kennington Bureau of Reclamation P.O. Box 11568 SLC, Utah 84147	<input checked="" type="checkbox"/> U.S. CERTIFICATED MECHANIC	AP 1713596
	<input type="checkbox"/> FOREIGN CERTIFICATED MECHANIC	
	<input type="checkbox"/> CERTIFICATED REPAIR STATION	
	<input type="checkbox"/> MANUFACTURER	

D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

DATE 2/7/94	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Dick Kennington</i>
----------------	--

7. APPROVAL FOR RETURN TO SERVICE					
Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is <input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> REJECTED					
BY	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	XX	INSPECTION AUTHORIZATION	OTHER (Specify)
	FAA DESIGNEE	REPAIR STATION		CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	
DATE OF APPROVAL OR REJECTION 2/7/94		CERTIFICATE OR DESIGNATION NO. AP529989623IA		SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Jim Dyer</i>	

# NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. DESCRIPTION OF WORK ACCOMPLISHED (If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

Supplemental Type Certificate SA8214SM

Removed main landing gear AFT wheel well doors and related hydraulic actuating components from the aircraft in accordance with Gulfstream Aerospace Technologies Drawing List DL 91-95 Revision A dated Nov. 1, 1991.

All work performed I/A/W applicable practices defined in AC 4313-2A

Weight and balance amended

Flight Manual Supplement inserted

☐ ADDITIONAL SHEETS ARE ATTACHED

United States of America  
Department of Transportation — Federal Aviation Administration  
**Supplemental Type Certificate**

*Number* SA8214SW

*This certificate, issued to* Gulfstream Aerospace Corp.  
P. O. Box 22500  
Oklahoma City, OK 73123

*certifies that the change in the type design for the following product with the limitations and conditions therefor as specified hereon meets the airworthiness requirements of Part 3 of the CAR Regulations.*

*Original Product — Type Certificate Number:* 2A4

*Make:* GULFSTREAM

*Model:* 690, 690A, 690B, 690C, 690D, 695, 695A, 695B

*Description of Type Design Change:*

Remove the main landing gear pit wheel well doors and related hydraulic actuating components from the aircraft in accordance with Gulfstream Aerospace Technologies Drawing List DL 91-95, Revision A, dated November 1, 1991.

*Limitations and Conditions:*

Compatibility of this modification with previously installed equipment must be determined by installer.

*This certificate and the supporting data which is the basis for approval shall remain in effect until surrendered, suspended, revoked, or a termination date is otherwise established by the Administrator of the Federal Aviation Administration.*

*Date of application:* May 24, 1991

*Date received:*

*Date of issuance:* February 25, 1992

*Date amended:*



*By direction of the Administrator*  
*Michele M. Owsley*  
Michele Owsley, Manager  
Airplane Certification Office

(Title)

Any alteration of this certificate is punishable by a fine of not exceeding \$1,000, or imprisonment not exceeding 3 years, or both.

This certificate may be transferred in accordance with FAR 21.47.





Department  
of Transportation  
Federal Aviation  
Administration

## MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)

Form Approved  
OMB No. 2120-0020

For FAA Use Only  
Office Identification

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed \$1,000 for each such violation (Section 901 Federal Aviation Act of 1958).

1. Aircraft	Make Aero Commander	Model 690D
	Serial No. 15018	Nationality and Registration Mark U.S.A. N611
2. Owner	Name (As shown on registration certificate) Dept. of the interior, office of Aircraft Services	Address (As shown on registration certificate) P.O. Box 15428 Boise, ID 83715

### 3. For FAA Use Only

The data incorporated herein complies with applicable  
airworthiness requirements and is approved only for the  
above described aircraft subject to conformity inspection  
by a person authorized in FAR 43.7

07/01/93 *[Signature]* NM-51C-F500

### 4. Unit Identification

Unit	Make	Model	Serial No.	5. Type
AIRFRAME	As described in Item 1 above			Repair Alteration X
POWERPLANT				
PROPELLER				
APPLIANCE	Type			
	Manufacturer			

### 6. Conformity Statement

A. Agency's Name and Address West Star Aviation, Inc. P.O. Box 4490 Grand Junction, CO 81502	B. Kind of Agency U.S. Certified Mechanic Foreign Certified Mechanic <input checked="" type="checkbox"/> Certified Repair Station Manufacturer	C. Certificate No. WTR173J
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D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Date 5-5-93	Signature of Authorized Individual <i>[Signature: Steven L. Bottom]</i>
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### 7. Approval for Return To Service

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is ☒ APPROVED ☐ REJECTED

B. FAA Fit Standards Inspector	Manufacturer	Inspection Authorization	Other (Specify)
FAA Designee	<input checked="" type="checkbox"/> Repair Station	Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection 7-6-93	Certificate or Designation No. WTR173J	Signature of Authorized Individual <i>[Signature: Steven L. Bottom]</i>	

## NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

### 8. Description of Work Accomplished

(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

Removed from the aircraft the following units: King KFS586 ADF #2 control, KDF806 ADF #2 receiver, KA44B ADF #2 antenna, Wulfsberg RT-19 flitefone 40 transceiver, C119 cockpit control. Installed in the aircraft a Bendix King KLN90 GPS system. Installed receiver in center radio panel at F.S. 80.0 in the space vacated by the ADF control. Installed the Bendix King KA91 GPS antenna on cabin roof at F.S. 212.0 in same location as removed ADF antenna using existing doubler. Removed paint and aladined skin under antenna and installed antenna using supplied gasket and screws. Interfaced system to H.S.I. system through RSU21 remote relay located at 370.0 in rear avionics bay. System has been operational checked and performs to manufacturer's specifications. Logbooks, equipment list and weight and balance amended. "GPS TO BE USED FOR VFR ONLY" placard installed on instrument panel. Wiring is MIL-W-22759, power is supplied by the avionics buss. The above installation was installed in accordance with: 3C43.13-1A change 3 chapter 11, sections 1.2.3 and 7, chapter 15, sections 1.2 and 6. AC43.13-2A change 2, chapter 2, sections 21.22.23.24. and 27. chapter 3. paragraph 44. Bendix King KLN90 installation manual 006-00600-0001 Rev. 1. September 1992. FAR 23, ~~and~~ subpart F.

FMD



DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION

Form Approved  
Budget Bureau No. 04-R060.1

**MAJOR REPAIR AND ALTERATION**  
(Airframe, Powerplant, Propeller, or Appliance)

FOR FAA USE ONLY  
OFFICE IDENTIFICATION

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form.

1. AIRCRAFT	MAKE Commander	MODEL 690D
	SERIAL NO. 13015 15018	NATIONALITY AND REGISTRATION MARK N-611 USA
2. OWNER	NAME (As shown on registration certificate) USDI/ Bureau of REclamation	ADDRESS (As shown on registration certificate) 'C' St. 18th & 19th N.W. Washington D.C. 20240

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION

UNIT	MAKE	MODEL	SERIAL NO.	5. TYPE	
				REPAIR	ALTERATION
AIRFRAME	***** (As described in item 1 above) *****				
POWERPLANT					XX
PROPELLER					
APPLIANCE	TYPE				
	MANUFACTURER				

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS Aero Air, Inc. Portland-Hillsboro Airport 2050 N.E. 25th Ave. Hillsboro, Or. 97124	B. KIND OF AGENCY		C. CERTIFICATE NO.  RS S03-17
	U.S. CERTIFICATED MECHANIC		
	FOREIGN CERTIFICATED MECHANIC		
	X CERTIFICATED REPAIR STATION		
		MANUFACTURER	

D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

DATE January 13, 1989	SIGNATURE OF AUTHORIZED INDIVIDUAL Geoffrey A. Pence <i>Geoffrey A. Pence</i>
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7. APPROVAL FOR RETURN TO SERVICE

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is ☒ APPROVED ☐ REJECTED

ay	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	INSPECTION AUTHORIZATION	OTHER (Specify)
	FAA DESIGNEE XX	REPAIR STATION	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	
DATE OF APPROVAL OR REJECTION 1/13/89		CERTIFICATE OR DESIGNATION NO. S03-17	SIGNATURE OF AUTHORIZED INDIVIDUAL Larry J. Hough <i>Larry J. Hough</i>	

**NOTICE**  
 Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. DESCRIPTION OF WORK ACCOMPLISHED (If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

Installed Parker Hannifin Corporation Freon air conditioning system per S.T.C. SA 4583SW I/A/W drawing 1st DL81-27 Rev.A. dated 1/15/82 or later FMA approved revisions.  
 All work performed I/A/W applicable practices defined in AC 43.13-1A or AC 43.12-2A.  
 Weight and Balance amended.  
 Flight Manual Supplement inserted.

THE END

☐ ADDITIONAL SHEETS ARE ATTACHED

United States of America  
Department of Transportation — Federal Aviation Administration  
**Supplemental Type Certificate**

*Number* SA4583SW

*This certificate, issued to* Parker Hannifin Corporation  
7515 Lemmon Avenue, Hangar L  
Dallas, Texas 75209

*certifies that the change in the type design for the following product with the limitations and conditions therefor as specified hereon meets the airworthiness requirements of Part 3 of the Civil Air Regulations.*

*Original Product — Type Certificate Number:* 2A4

*Make:* Gulfstream American

*Model:* 680FL(P), 680T, 680V, 680W, 681, 685, 690,  
690A, 690B, 690C, 695, and 695A and 690D

*Description of Type Design Change:*

Installation of Freon Air Conditioning System according to Drawing List DL 81-27, Rev. A dated 1/15/82, or later FAA approved revision.

*Limitations and Conditions:*

FAA Approved Supplement to Pilot's Operating Handbook and/or FAA Approved Airplane Flight Manual dated May 21, 1982, is required.

Compatibility of this modification with other previously approved modifications must be determined by the installer.

*This certificate and the supporting data which is the basis for approval shall remain in effect until surrendered, suspended, revoked, or a termination date is otherwise established by the Administrator of the Federal Aviation Administration.*

*Date of application:* October 12, 1981

*Date reissued:* September 27, 1984

*Date of issuance:* January 15, 1982

*Date amended:* 5/21/82; 9/10/82



*By direction of the Administrator*

*Don P. Watson* (Signature)  
Manager, Aircraft Certification Division  
Southwest Region

(Title)

Any alteration of this certificate is punishable by a fine of not exceeding \$1,000, or imprisonment not exceeding 3 years, or both.



DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION

Form Approved  
Budget Bureau No. 04-R060.1

**MAJOR REPAIR AND ALTERATION**  
**(Airframe, Powerplant, Propeller, or Appliance)**

FOR FAA USE ONLY

OFFICE IDENTIFICATION

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form.

1. AIRCRAFT	MAKE Commander	MODEL 690D
	SERIAL NO. 13015	NATIONALITY AND REGISTRATION MARK N611 USA
2. OWNER	NAME (As shown on registration certificate) USDI/Bureau of Reclamation	ADDRESS (As shown on registration certificate) 'C' St. 18th & 19th N.W. Washington D.C. 20240

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION

5. TYPE

UNIT	MAKE	MODEL	SERIAL NO.	REPAIR	ALTERATION
AIRFRAME	***** (As described in item 1 above) *****				XX
POWERPLANT					
PROPELLER					
APPLIANCE	TYPE				
	MANUFACTURER				

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS Aero Air, Inc. Portland-Hillsboro Airport 2050 N.E. 25th Ave. Hillsboro, Or. 97124	B. KIND OF AGENCY U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC <input checked="" type="checkbox"/> CERTIFICATED REPAIR STATION MANUFACTURER	C. CERTIFICATE NO. RS S03-17
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D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

DATE January 13, 1989	SIGNATURE OF AUTHORIZED INDIVIDUAL Geoffrey A. Pence <i>Geoffrey A. Pence</i>
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7. APPROVAL FOR RETURN TO SERVICE

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is ☒ APPROVED ☐ REJECTED

BY	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	INSPECTION AUTHORIZATION	OTHER (Specify)
	FAA DESIGNEE XX	REPAIR STATION	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	
DATE OF APPROVAL OR REJECTION 1/13/89		CERTIFICATE OR DESIGNATION NO. S03-17	SIGNATURE OF AUTHORIZED INDIVIDUAL Larry J. Hough <i>Larry J. Hough</i>	

# NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. DESCRIPTION OF WORK ACCOMPLISHED (If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

Relocation required to facilitate installation of Parker Hannifin Freon Air Conditioning STC SA 4583SW as recommended by Parker Hannifin.

Relocated top aft avionics shelf plus installed equipment from station 382.5" of Datum to station 351.0" aft of Datum.

Aft shelf Ref: GAC drawing # 831104-509 attached to existing top forward shelf mounts Ref: GAC drawing # 831066-513. No changes made to the original equipment mounting racks or equipment.

Mounted equipment consists of:

1	ea.	KNR665A
1	ea.	KDA696
1	ea.	KNR634
1	ea.	KAC325
1	ea.	KCP 320

No changes made to wiring with the exception of relocating shelf grounding points and coil/stow of excess wiring.

No change of electrical load.

Weight and Balance recomputed and Flight Manual amended.

All work performed I/A/W applicable practices defined in AC43-13-1A or AC43-12-2A.

THE END

☐ ADDITIONAL SHEETS ARE ATTACHED